

ANNUAL MESSAGE

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OF THE

GOVERNOR OF PENNSYLVANIA.

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1843.

MESSAGE.

To the Senate and House of Representatives of the Commonwealth of Pennsylvania.

FELLOW-CITIZENS:—Having, in my former messages, entered very fully into the financial condition and other general interests of the state, I deem it unnecessary to repeat the views then submitted to the Legislature, but simply to refer to them, and say, that they remain in all respects substantially the same as heretofore expressed. I shall proceed at once to call your attention to those matters of public policy, which seem to require, in the greatest degree, the attention of the Legislature. In common with every state in the Union, and with all parts of the commercial world, the citizens of Pennsylvania are now undergoing the severe ordeal of pecuniary embarrassment. Business of all kinds is crippled and paralyzed; private and public enterprise has been arrested; the timid alarmed, and even the boldest staggered at impending evils. But it is some consolation for us to reflect, that these difficulties are the bitter fruits, so far as Pennsylvania is concerned, of the rash and impolitic legislation of a single year, and that none of the responsibility rests upon us.

For upwards of ten years Pennsylvania had been gradually improving her condition, and enjoying all the advantages that can arise from a substantial currency, and the entire confidence of all parts of the world. At an unfortunate period, the banking capital, which had been, during this flourishing season, about twenty millions of dollars, was increased to near sixty; and, as one of the most fatal consequences many unwise and impolitic public improvements undertaken,—corporations created for purposes far beyond their means to accomplish,—individuals contracted responsibilities and entered into speculations, which they were totally unable to bring to a successful close; and finally to render the catastrophe more destructive, the explosion of this enormous bank bubble has crushed all these enterprises, public and private, and left in every quarter of the state some monument of blasted hope and public folly. It will require a little time to recover from the panic, and to estimate, with precision, the extent of the mischief. It will probably be found far less than has been generally supposed. The vigor and industry of the community, sustained as they are by our immense natural resources, will soon overcome this temporary repulse, and go on, as if it had never happened. Some will be unfortunately ruined, but the great mass of the com-

munity will in the end be little affected. That portion of the community engaged in agricultural pursuits is comparatively free from debt and embarrassment, and possessed of all the benefits that arise from favorable seasons and plentiful harvests.

I can myself see no just ground for that despondency which seems to pervade, so generally the minds of the people. The injury to our credit abroad, although productive of much temporary inconvenience, will ultimately be serviceable to the community. It will teach us to rely on ourselves, to turn our attention to the developement of our own resources and to obtain that, by our own labor, which we have hitherto bought upon trust. Whatever may be the fears of that portion of our community, who are always predicting ruin, and bemoaning the effects of causes which they do not understand, time will soon prove, that the resources of Pennsylvania, her ability to meet all her engagements, and the respect of her citizens for the plighted faith of the state, have not been in the slightest degree shaken, by any of the misfortunes under which we are now suffering. In nearly all instances, these fears will be found to have had their origin in the croakings of unprincipled demagogues, who are willing to undervalue her means and the integrity of her citizens, if they can thereby promote their own selfish ends. If there be any of our citizens, who honestly believe, that Pennsylvania will prove unable to perform all her engagements, they will be found neither very deep reasoners, nor very accurately acquainted with the abundance and nature of her resources.— If there be any of her citizens, who think that she will prove faithless and unwilling to discharge her obligations, we may safely say, they know little of her true character, and meet with no encouragement, or favor, from any considerable portion of the community. To do what she agrees to do, and to pay what she promises to pay, are two of her distinguishing characteristics; and he who would seek to induce her to forfeit either of them, will find, that he gains neither the confidence, nor respect of her citizens by the attempt. She may be temporarily obliged to postpone the discharge of her engagements until a more convenient season; but to deny the obligation itself, or to refuse to comply with it would be a reproach upon her integrity, which no public man dare advise or sanction.

However great her public debt may seem to be, a tax of a few cents per ton upon her coal and iron, which are scattered in every hill and valley throughout her borders, will at some future day not only pay the interest on her public debt, but the principal also, probably within the lifetime of many of those, who are now upon the stage of public action. This tax would be paid in a great measure by the consumers of these products in other states, and would be scarcely felt by her own citizens. Cut off as this country now is, and must continue to be, from the European supply of coal and iron, on which it has hitherto chiefly depended, the day is not far distant, when Pennsylvania will supply more than three-fourths of the other states of this Union with coal, and a majority of them with iron. This is a position from which no legislation and no human power can remove

her. Her geographical position, and the favorable relative locations of her coal and iron deposits, put Pennsylvania beyond the reach of all rivalry from any quarter. She seems to have been destined, by nature, to be the great workshop of the American Union ; and, if her citizens and her legislature are true to themselves, and will avoid catering to the views and interests of other sections, regardless of her own, her public debt will hereafter occasion but little inconvenience ; and they will have no cause to regret the construction of her public improvements, which have contributed to the developement of these advantages. This is not the language of sanguine hope, or blind confidence, but of clear-sighted, practical experience, of the truth of which every unprejudiced man must be convinced, who will carefully investigate the facts relating to her condition.

At the close of the last war, the pecuniary embarrassment and distress pervading our country, were far greater than they are now.—We had just emerged from a protracted, expensive, and harrassing war. The National debt was nearly one hundred and thirty millions of dollars ; business of all kinds was broken up ; confidence was entirely destroyed ; all classes of the community were in debt ; our banks broken and worthless ; public feeling weakened and shaken to a degree infinitely beyond what is now known ; and, worse than all this, rankling political animosities against the then administration of the general government had created, or raised up, a powerful, unscrupulous, and violent party, under the plausible name of the '*Peace Party*,' which threw in the way of the administration every possible obstacle, in the triumphant prosecution of that war, or the correction of the evils which it inevitably entailed upon the country. But, notwithstanding all these formidable discouragements, the good sense, the enterprise, and the patriotism of the people, seconded those then entrusted with the administration of the government, who performed their duty with Roman firmness and integrity. Taxes were recommended, levied, and paid, to sustain the credit and honor of the government—confidence was restored, business resumed its accustomed channels, and one of the most flourishing seasons in the history of our country succeeded. That enormous debt was, in the process of time, entirely extinguished. Those who recommended the necessary measures to the attainment of this great end have been rewarded with respect and gratitude. The same honest and fearless discharge of duty, will be attended with the same results now. Our history has never yet recorded a single instance, in which a public man, who stood by the honor of his country in critical emergencies, was not fully sustained in his efforts by his fellow-citizens. He may be traduced and villified, but a manly and faithful discharge of duty outlives the efforts of his traducers. The proudest monument that a public man can desire to leave his children, is one inscribed—he knew his duty—he dared perform it—he never flinched from his post.

The whole amount of the present funded debt of the state, exclusive of the deposit of the surplus revenue, is \$37,937,788 24. This debt is reimbursable as follows :

Balance of Loan per act of 14th April, 1838,	\$15,000 00
In the year 1841,	56,022 60
1844,	62,500 00
1846,	4,194,242 08
1847,	72,335 06
1850,	1,000,000 00
1853,	2,000,000 00
1854,	3,000,000 00
1856,	2,783,161 88
1858,	7,070,661 44
1859,	1,250,000 00
1860,	2,648,680 00
1861,	120,000 00
1862,	2,265,400 00
1863,	200,000 00
1864,	2,515,000 00
1865,	2,756,610 00
1868,	2,524,000 00
1870,	1,957,362 15
At the expiration of certain Bank charters,	575,737 50
Interest due 1st August last, for which certificates have been issued, redeemable in Aug. 1843,	871,075 53
	<u>\$37,937,788 24</u>

This debt has been contracted for the following purposes, viz :

For Canals and Railways,	\$30,533,629 15
To pay Interest on public debt,	4,410,135 03
For the use of the Treasury,	1,571,689 00
Turnpikes, State roads, &c.	930,000 00
Union Canal,	200,000 00
Eastern Penitentiary,	120,000 00
Franklin Rail Road,	100,000 00
Pennsylvania and Ohio Canal,	50,000 00
Insane Asylum,	22,335 06
	<u>\$37,937,788 24</u>

The value of our Public Improvements, estimated at cost, is	\$30,533,629 15
The State owns Bank Stock, which costs at par,	2,108,700 00
Turnpike and Bridge Stock,	2,836,262 45
Canal and Navigation Stock,	842,778 66
Rail Road Stock,	365,276 90
Money due on unpatented lands, estimated at	1,000,000 00
	<u>\$37,686,647 16</u>

The foregoing does not include the amount due to Domestic Creditors, entered on the books of the Auditor General, per resolution of 7th April, 1842.

These internal improvements, for the construction of which the principal amount of the State debt has been incurred, consist of 793 $\frac{1}{4}$

miles of canals and railways completed, and 140 $\frac{3}{4}$ miles of canal in progress of construction and nearly completed.

The finished works are the following :		Miles.
The Delaware canal, from Easton to tide at Bristol,		59 $\frac{3}{4}$
The main line of Canal and Railway from Philadelphia to Pittsburg,		395 $\frac{1}{4}$
Canal from Beaver, on the Ohio river, to the mouth of the French Creek Feeder, in the direction of Erie,		97 $\frac{3}{4}$
Canal from Franklin, on the Allegheny river, to Conneaut Lake,		49 $\frac{1}{4}$
Canal, Susquehanna and North Branch, from Duncan's Island to Lackawanna,		111 $\frac{1}{4}$
Canal, West Branch, from Northumberland to Farrandsville,		73
Several side cuts and navigable feeders,		7
Total Canals and Railways completed,		793 $\frac{1}{4}$
Canals in progress and nearly completed :		Miles.
North Branch extension, from Lackawanna to New York line,		90
Erie extension from the mouth of the French Creek Feeder to Erie harbor,		38 $\frac{1}{2}$
Wiconisco Canal, from Duncan's Island to Wiconisco creek,		12 $\frac{1}{4}$
Total Canals in progress,		140 $\frac{3}{4}$

The state has always met the payment of the interest upon the public debt with punctuality, until the semi-annual payment due on the 1st of August last; when, for want of adequate provision for that purpose, certificates of the amount due to each holder of the stock were issued, bearing an interest of six per cent, payable in one year, agreeably to the Act passed the 27th day of July last. It now becomes the imperative duty of the Legislature to make provision, as well for its payment as for the payment of the interest falling due on the first of February and August next.

Until some mode of raising the amount necessary for the payment of this interest, less burthensome to the people, is devised, the taxes imposed by existing laws seem to be indispensable. It may be worthy the consideration of the Legislature, however, whether the present defective system of making assessments, and reaching the objects of taxation, does not require revision. It is believed, if such revision be judiciously made, that no increase of the taxes now authorized would be necessary, to produce an adequate amount from that source, to cover the pressing demands made upon the Treasury.

You will observe by a report accompanying this message, that in pursuance of the Act of Assembly, passed for that purpose on the 27th day of July last, proposals were invited for the sale of the public improvements of the Commonwealth. No bid for the same, that can possibly be accepted, was received. This measure was suggested in my last annual message, believing that, in our embarrassed condition, it was an experiment, which might be productive of relief, worth trying. It has been tried, and has utterly failed. The truth is, the amount of money necessary for the purchase of any considerable portion of our improvements, is far greater than any citizens of our country are able to raise for that purpose. Were they to be sold at all, they would necessarily, either directly or indirectly, fall into the hands of foreign capitalists. The people must, in a

great measure, lose the control over their management, and they would, necessarily, become private monopolies. This would seem to be a measure, as dangerous to the public interest, as it would be humiliating to the public pride.

The revenues upon our public works have not diminished in any proportion to the extent of the embarrassments which have been thrown in the way of trade. It will be seen, by referring to the Report of the Canal Commissioners, which will shortly be laid before you, that notwithstanding the scarcity and depreciation of money, the impaired condition of credit, and the enormous rates of exchanges, the receipts from tolls for the fiscal year, ending the 30th November, 1842, amount to

\$920,499 42

The expenditures, for all purposes, for the nine months commencing on the 1st March, and ending 30th November, 1842, amount to

390,046 70

Leaving an excess of receipts for the year, over the expenses of nine months, of

530,452 72

Notwithstanding the decrease in tolls has been

159,396 61

The receipts and expenditures on the main lines have been as follows :

	Tolls received in 1842.	All expenses and liabilities for 9 months.
Columbia Railroad,	\$357,461 50	\$132,499 45
Eastern and Juniata Divisions,	195,780 16	45,072 12
Allegheny Portage Railroad,	124,258 40	96,528 63
Western Division,	85,449 42	26,080 00
	<hr/>	<hr/>
	\$762,949 48	\$300,180 20

Leaving an excess of tolls over expenditures of \$462,769 28, on the above, usually denominated *the Main Line* from Philadelphia to Pittsburg.

On the Delaware Division and other branches of the canals, the excess of tolls over expenditures, during the same period, has been \$67,683 44. It is worthy too, of remark, that the expenses for repairs alone for the nine months has been only \$164,526 30.

This exhibit cannot fail to inspire us with increased confidence in the ultimate value and usefulness of our public works, strengthened as it is by the fact, that there has been a falling-off in the canal tolls of New York, for the fiscal year ending 30th November, of \$284,-391 89.

It is proper here also in explanation to state one fact worthy of consideration. At the commencement of my administration there was a debt due for ordinary repairs previously done, independent of the debts due on the Beaver division, of

\$310,574

For the repairs of the Huntingdon county breach,

380,000

For repairs indispensable to opening and the successful prosecution of the navigation, &c., as per report of engineers especially detailed for that service,

1,676,992

Amounting to the sum of

\$2,367,566

Which has been hanging, like an incubus, on the whole system, and

has contributed much to embarrass its operations, and to paralyze the most laudable exertions of those entrusted with the conducting of them. In the progress of time, too, the greater portion of the perishable materials, in the construction of our public works, became so far decayed and dilapidated, as to require, in most instances a partial, and in many instances an entire renewal, during the first three years of my administration. Large amounts were necessarily expended in making these repairs, so large indeed, that public confidence was very considerably shaken in the usefulness and value of the system itself. Those who did not reflect on the circumstance to which I have just adverted, supposed this extraordinary outlay for repairs must be annually repeated. But the work being done, the expenses for that purpose for a number of years to come will be greatly diminished.

While speaking upon this subject, I may call your attention to a considerable item of expenditure, which may be, with justice, hereafter, wholly cut off. A very considerable sum is annually paid for repairing and rebuilding the various bridges for public and private convenience, across the canals and railways. This burden has been heretofore sustained by the state, but considering the great increase in value of the private property, through which the improvements pass, and that a considerable portion of the people of the commonwealth derive no immediate benefit from the outlay for that purpose, it would seem to be just and proper, that the rebuilding and repairing of the private bridges should hereafter be done by the owners of the property, and the public ones by the townships or counties, in which they are situated.

Since my last annual message, in which I took occasion to refer to the combinations of private companies and individuals, to monopolize and reap nearly all the advantages from the transportation on our internal improvements, there has been a trial and conviction of several persons, on the clearest proof, of a most flagrant conspiracy to render this monopolizing combination still more triumphant over the laws. This conviction will have the salutary tendency to arrest hereafter any such illegal attempts. It is now to be hoped, that by the removal of these obstacles in the way of fair individual competition, our public improvements will be open, as they were intended to be, to the free and equal enjoyment of all.

Several recommendations, or what were deemed essential reforms, in the management of our internal improvements, made either by the executive or canal commissioners, have been hitherto baffled and defeated, by combinations of interest, which it is not easy to comprehend. I do not deem it necessary to specify particularly all these suggestions, but will refer you to my last annual message, and the last and present report of the Canal Commissioners, in which they are contained. I trust that whatever may have been the doubt heretofore on the subject, if any there was, the justice and propriety of making them are now beyond question. During the last year, as well as former years, the Canal Commissioners have been assiduously laboring to correct the most glaring of the errors and abuses

which had crept into the management of our public improvements.— They have done much, but much remains to be done, and unless seconded by the Legislature, there will much remain to be lamented, without the power to remove it.

Nothing has been done under the acts of Assembly passed at the last session, for the incorporation of companies to complete the unfinished lines of our improvements. If any more effectual mode for the accomplishment of this object can be devised, it will afford me great pleasure to co-operate with you in carrying it into execution.

The resolution of the General Assembly of the 7th of April last, "relative to the payment of interest to domestic creditors," provides that such of the creditors of the Commonwealth as do not choose to receive certificates of stock, shall be entitled to a credit for the amount of their claim on the books of the Auditor General, and shall receive interest at six per cent, on balances due for work done prior to the 4th of May, 1841, interest to be allowed from that date, and on balances due for work done since the 4th of May, 1841, interest to be allowed from the passage of the act. And the first section of the act of the 27th July last, after making certain specific appropriations, directs whatever balance may be in the Treasury on the first days of August, November and February then next, after paying current demands on the Treasury, to be divided *pro rata* among the domestic creditors having claims for work done prior to the 4th May, 1841, or for repairs, &c., on finished lines of canal and railroad, previous to the first day of April, 1842. In pursuance of the foregoing acts, claims amounting in the aggregate to \$1,191,710 23 were entered on the books of the Auditor General at the close of the financial year, of which sum \$597,461 78 was for work done prior, and \$594,248 45 for work done subsequent to the 4th of May, 1841. On the first day of August the Treasury would not admit of a dividend—therefore the first and only instalment, twenty per cent. was paid on the first of November, together with all interest then due, which amounted, dividend and interest, to \$209,589 43.

Notwithstanding the very satisfactory results which have grown out of the broad and liberal construction given by the Auditor General, to the resolution of the 7th April, there yet remains a very deserving class of creditors, who have received none of its benefits, nor was it at all practicable to bring them within its provisions. The poor laborers scattered along the improvements, who with their own hands do the work necessary to keep them in navigable condition, should be the objects of the first care of the government. In this instance they were entirely overlooked, the appropriation for repairs being inadequate. From the character of their claims—their comparatively trifling amount, and their number, it was found inexpedient to enter them on the books of the Auditor General. If they had been entered, it would in many cases have cost the whole sum due to procure the dividend from the Treasury—and, indeed, it would be a mockery for the government, instead of payment, to offer poor laborers a *pro rata* dividend on a claim of a few dollars. It is ardently

hoped that this worthy and in most cases suffering class of domestic creditors, will receive the immediate attention of the legislature.

It has happened in relation to the banking system of this commonwealth, as has on many occasions heretofore been the case with the institutions founded on unsound principles, that with all its power, and with all its hold on public confidence and support, it has fallen by the weight of its own imperfections. If any legislative action can restore public confidence in the banks, or render them of more service to the community, it will become your duty to furnish it. The mode and detail of the aid to be rendered, I leave in the hands of the representatives of the people. But the public certainly expect, that you will not adjourn until you have made ample provision for withdrawing from circulation the notes issued by the banks in pursuance of the Act of 4th May 1841; and it will afford me great pleasure to co-operate with you in any measure that may be deemed most advisable for the accomplishment of this object. At the same time, I will take occasion to suggest one source, from which the means may be readily obtained to extinguish a large portion of these issues. I refer to the sale of the bank, bridge and other stocks, in which the state is interested. I think an amount might be realized, in this way, sufficient to answer this purpose, if provision be made by law that the proceeds of the sale be exclusively applied to that object.

The present condition of the Bank of Pennsylvania requires the most careful consideration of the Legislature. The State has a deep interest in the proper management of that institution, and equally so in winding it up, if that be deemed a politic measure. Several acts were passed during the last session in relation to it; but owing to some defect they did not answer the purpose designed. Some remedy should be at once provided. One suggestion I will make on the subject, and that is, that in no contingency should the control of the bank be placed exclusively in the hands of the private stockholders. Let the State and the stockholders be put on the same footing—each having, respectively, the share of control equal to the amount of stock held. No just complaint can then be made, and the interests of all parties will be properly guarded. This much, at least, the public has a right to expect.

The passage of a law providing for the election of members of Congress will be one of the subjects demanding your early attention. The apportionment of members of the two Houses of the General Assembly is also a matter in which the people are deeply interested, and which will, of course, claim your most careful consideration. The basis of an apportionment bill on this subject, should be equality, fairness, and justice to all sections of the State. In no other manner can the various interests be faithfully represented. The fundamental principles of a republican government, and our own Constitution, guarantee these rights to every county in the State. The apportionment bill passed on the 16th June, 1836, will not, I conceive, be regarded as a precedent, or an example, but as a beacon, to be shunned by every legislator who understands and is honestly desi-

your of carrying into execution the injunctions of the Constitution. No extraneous considerations can justify a departure from it, and on all occasions when a departure has been attempted, it has recoiled with ten-fold force on the heads of those by whom it was made.

I have repeatedly called the attention of the legislature to the subject of selecting jurors in the several counties in the state. I cannot forbear to urge it again upon you, and to add, that there is one grievance very much complained of in those counties, where it exists, under the law,—that is, that where separate wheels are kept for the purpose of drawing jurors for different courts, there is much complaint as to the manner of selecting the names put in these different wheels. It has been suggested that if one wheel only was provided, out of which all the panels of jurors for all the courts were drawn, this objection would be in a great measure obviated. I will merely further remark, that the system of drawing jurors would be very greatly perfected, if the selection and drawing of the same were to be done by the commissioners and sheriff in open court, under the supervision of one or more of the judges. Recent experience calls aloud for the protection of the jury box from even the possibility of suspicion.

My views have been so fully expressed in former messages, in favor of the support of a liberal and enlightened system of education by common schools, that I need scarcely repeat them. I will content myself by reiterating, that a sound education, based upon proper moral and religious training, is the best legacy a parent can bequeath to his child, and the best provision a patriot can make to secure the permanence and purity of our republican institutions. I refer you to the very full and elaborate report of the Superintendent, for the condition and details of our common schools, academies, female seminaries and colleges.

The report of the Adjutant General will be submitted to you. I should be exceedingly happy to unite with you, in any measures that would render the present militia system more efficient, and less burdensome to the community. Perhaps the encouragement of volunteers would be the best means that could be adopted for the advancement of these ends. Pennsylvania has just reason to be proud of her volunteers; in number, discipline and martial spirit, they can vie with those of any other State in the Union. Should any emergency ever arise to require it, she could, on the shortest notice, muster upwards of thirty-five thousand of these intrepid defenders of her soil.

The complexity and obscurity of many of the material provisions of the act entitled, "An act to abolish imprisonment for debt, and to punish fraudulent debtors," have rendered its operation almost nugatory. It seems to have produced little benefit to the debtor, and much inconvenience to the creditor. Its provisions certainly require a thorough revision, and if any law of the kind be deemed necessary, it should be one, very different in many of its leading features from the present. The penal sections, contained in the same bill, however well designed, were drawn with so little precision as to have led to the most intolerable abuses.

Frequent complaints have been made in Philadelphia on the subject of the power of Aldermen and Justices of the Peace in criminal cases. Some mode should be provided for defining and regulating their jurisdiction, on this important subject, so as to guard against extortion and oppression on the one hand, and laxity and impunity to crime, on the other.

The tendency of public opinion, for a number of years past, has gradually been to weaken and relax the execution of the criminal laws. This morbid feeling has even reached jurors, and other functionaries engaged in the administration of criminal justice, so that it is not an unusual spectacle to see courts and juries convict and sentence on the clearest testimony a criminal on one day, and recommend his pardon to the executive the next. These appeals, thus sustained, address themselves with great force to the magistrate entrusted with the power of pardoning offenders, and it is not to be disguised, that unless some check be put upon it, it will, in the end, lead to great injustice and abuse. These remarks are made, not so much with a view to invite immediate legislation on the subject, as to influence and temper the action of the legislature on subjects connected with the criminal jurisprudence of the State.

It has been stated that certain loan companies, insurance companies and other similar corporations, which have sprung into existence within the last ten years, effected their organization, and obtained their charters, without conforming strictly to the requisitions of the law, or after having obtained their charters, perpetrated acts, whereby they would be forfeited; and have, through sundry devices, procured the passage of laws, designed, without having the object expressed, to screen them from the penalty which they had incurred, and to sanctify the illegality and corruption in which they originated. Such legislation as this is doubtless at war with the public interest and public safety, and I respectfully recommend to the legislature to enquire into the subject, and if any such laws have been smuggled through, in which the real object was not manifested, to repeal the same at once, and to leave these corporations in precisely the same situation in which their own acts placed them, at the time they were perpetrated.

Additional chancery powers have been vested in some of the courts of this commonwealth, without suitable provision having been made for the execution of these powers. The benefits to be derived from this modification of our jurisprudence will in a great measure be lost, unless these defects are supplied. Among other provisions authority should be given for the appointment of masters in chancery, and auditors and their functions defined.

The legislature having omitted to appoint an agent to receive from the general government the dividend of this State from the proceeds of the sales of the public lands, I appointed Job Mann, Esq., State Treasurer, by virtue of the authority given me by an act of Congress, who has received it, amounting to \$60,313 27.

The explorations connected with the Geological survey having been brought to a successful termination, it is necessary that measures be

now adopted by the legislature for embodying and publishing the results without delay. As the state has expended a considerable sum in this examination of her mineral resources, as it is known that the final report and maps of the state Geologist will contain much valuable information of a nature to invite and direct the investments of capital necessary for the developement of our unsurpassed mineral wealth; and as the expenses of arranging and publishing the details procured, will bear but a small proportion to that already incurred in collecting them. Considerations of sound economy and the public good require, that the proper steps be taken for affording our citizens the benefits of this survey as soon as practicable. By applying the balance of the appropriations for the incidental expenses of the survey, the Geologist has been enabled to make considerable progress towards completing the maps, and drawings, and various other portions of the work; but much delay has arisen from the legislature having omitted at its last session, to make provision for the furnishing and engraving of the maps, for the reception of the State Cabinet, and for the printing of the final report, in conformity to the suggestions in the last annual report of the Geologist, to which you are respectfully referred.

Oppressed, as the State is, by pecuniary embarrassments, at the present time, it behooves us to retrench all expenditures of the public money, and to guard the interest of our constituents with the same fidelity and care that we would exert in guarding our own. Among other important expenditures, those incident to the legislature seem to have been, for the last twenty years, greatly on the increase.—While the expenses of other departments have been almost stationary, those of the legislature have been considerably more than doubled.—No satisfactory reason can be shown for this, and it calls aloud for inquiry and redress. The public printing is one of the largest items in this expenditure, and has increased in a ratio that defies reasonable explanation. It demands a remedy. I can see none better than to provide for appointing a public printer to execute all the public printing at fixed and reasonable prices. The work can then be done with greater facility and economy. Sound policy strongly recommends this measure, and the example of other States fully sanctions it. I respectfully commend it to your attention.

This is the first occasion on which I have had the honor to address a majority of both houses of the general assembly, belonging to the same political relationship with myself; and I cannot forbear to express the gratification I feel at the prospect of a harmonious and confidential understanding between the several legislative departments of the government. I trust we shall recollect, that the great distinctive characteristics of the party to which we are attached, have ever been magnanimity and justice to our opponents. Let us not forget that minorities have rights as well as majorities; and that whatever may have been the examples set us by others, it is the part of those who are genuine believers in the principles of democracy, “to do unto others as they would that others should do unto them.”

You will allow me, in conclusion, to submit to you, in a spirit of perfect frankness and respect, the propriety of a prompt and energetic despatch of the public business, and an adjournment at the earliest day practicable. But few leading measures of public importance will come before you, and those are not of a nature to be essentially benefitted by a protracted delay. The people will certainly be willing to forego at the present session most, if not all of those private matters which usually occupy so large a share of the time and attention of the legislature. We have had a surfeit of jumbled private legislation. Let those measures, in which the public at large really has an interest, be adopted; and the work for which you have assembled is done. Let the rest be postponed until the condition of the Treasury justifies the continuance of the legislature for private uses; the present is not that time.

To whatever department of the government we belong, we should remember, that our efforts to reform abuses, and to retrench expenses, will avail but little, if we do not practice ourselves the principles we lay down for the guidance of others. This is the only mode, in which we can prove our own sincerity, and satisfy the people that we are truly in earnest. Let us act upon this policy, and I trust the present session will furnish an example worthy the imitation of future legislatures. It will afford me great pleasure to join with you in all efforts to render it deserving of that proud and honorable distinction. A firm and manly exertion, on our part, to do much, and to do it well in a short time, will both promote the public welfare, and secure the public approbation. No stronger incentives to duty can possibly be afforded to honest and intelligent servants of the people.

DAVID R. PORTER.

EXECUTIVE CHAMBER,
Harrisburg, January 4, 1843. }

To the Senate and House of Representatives of the Commonwealth of Pennsylvania.

GENTLEMEN:—By the seventeenth section of the act of Assembly, passed the 27th day of July, 1842, entitled, "An act to provide for the ordinary expenses of the Government, payment of the interest upon the State debt, receiving of proposals for the sale of the Public Works, and for other purposes," the Governor is authorized and required to receive proposals for the sale of the Delaware Division of the Pennsylvania canal; and by the eighteenth section of said law to receive proposals for the sale of the North Branch, from Northumberland to Lackawanna creek, and Erie Extension of the Pennsylvania canal; also the Columbia and Portage rail roads, and the main line of the Pennsylvania canal, and all other branches of rail roads and canals belonging to the Commonwealth, and lay before the next Legislature at as early a day as possible, such proposals, if any, for their concurrence or rejection.

In pursuance of the requisitions of said sections of the law, I caused a notice on the thirty-first day of August last, to be published in two daily newspapers in the city of Philadelphia, two daily papers in the city of Pittsburg, and two newspapers published in Harrisburg, that sealed proposals would be received at the State Department until the last day of November, eighteen hundred and forty-two, for the purchase of the several lines of Canal and Rail roads in the state, on the terms prescribed in the said act. The proposals to be sealed up and directed to the Secretary of the Commonwealth, with an endorsement on the same, "*proposals for the purchase of the public works.*" There were only two proposals received, copies of which, with the endorsements thereon, are herewith transmitted.

DAVID R. PORTER.

EXECUTIVE CHAMBER, }
Harrisburg, January 4, 1843. }

The undersigned in accordance with the advertisement of the Secretary of the Commonwealth, propose to purchase the Philadelphia and Columbia Rail road, with all its fixtures, at the following price and conditions.

They will give the sum of (\$3,000,000) three millions of dollars, possession to be given to us on the first day of February, 1843, or as soon thereafter as the Legislature shall make the necessary law to transfer it.

We will pay one hundred thousand dollars, (\$100,000) of the principal yearly, until the whole amount is paid, and will also pay the interest at 5 per cent per annum, on the whole sum due half yearly.

We will also give personal security for the interest, and each year-nstalment.

JOHN BINGHAM,
SIMON CAMERON,
JAMES BINGHAM,
WILLIAM CAMERON,

Philadelphia, Nov. 25th, 1842.

ENDORSED—"Proposals for Public Works

To Hon. A. V. Parsons

Secretary Commonwealth, Harrisburg, Pa.

MIDDLETOWN, October 31, 1842.

A. V. PARSONS, Esq.

We propose to give to the Commonwealth \$10,000 for the Out-let Lock at Portsmouth.

Very respectfully,

GEO. M. LAUMAN,
DAN'L. KENDIG.

ENDORSED—"A. V. Parsons, Esq., Harrisburg.
Proposals for Public Works."